

THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. VIII.

RIO DE JANEIRO, MARCH 15th, 1881

NUMBER 8

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Marquês d'Araozes.
HON. HENRY W. HILLIARD,
Minister.
BRITISH LEGATION.—No. 1, Rua de Leão, Laranjeiras.
FRANCIS CLARE FORD,
Minister.
AMERICAN CONSULATE GENERAL.—No. 20, Rua do
Visconde de Inhamã.
THOMAS ADAMSON,
Consul General.
BRITISH CONSULATE GENERAL.—No. 20, Rua de
S. José.
GEORGE THORNE RICKETTS,
Consul General.

CHURCH DIRECTORY

ENGLISH CHURCH.—Rua do Esporte da Veiga. Services
at 11 o'clock, a. m., and 7 o'clock, p. m., every Sunday.
FREDERICK YOUNG, M. A.,
Rector.
Presbytery.—Ladeira do Sô, Laranjeiras. Chaplain.
PRESBYTERIAN CHURCH.—No. 15, Travessa da Boreira.
Services in Portuguese at 11 o'clock, a. m., and 7 o'clock,
p. m., every Sunday; and at 7 o'clock, p. m., every
Thursday.
JAMES T. HOUSTON,
Pastor.
SAILORS MISSION.—163, Rua da Sande; 3rd floor. Ser-
vices at 2 p. m. every Sunday.
FRANCIS CURRAN,
Missionary.

PINHEIRO & TROUT
SHIP CHANDLERS & GROCERS
107, RUA PRIMEIRO DE MARÇO.

DULLEY, MILLER & BRUNTON,
IMPORTERS & COMMISSION
MERCHANTS.
SANTOS and SÃO PAULO.

MAURICIO SWAIN,
Mechanical Engineer
CURITYBA, PROV. DE PARANÁ.

CARSON'S HOTEL
160, RUA DO CATETE
WM. D. CARSON, Proprietor.

JAMES E. WARD & Co.
General Shipping and Commission Merchants
113 WALL STREET
NEW YORK

**NEW-YORK AND BRAZIL
EXPRESS**
Receive and forward parcels to and from Rio de Janeiro
and New-York.
Office in New-York, No. 30, Burling Slip.
Office in Rio de Janeiro, No. 8, Rua São Pedro.

PHILADELPHIA — 1876
EXPOSITION MEDAL.
MARC FERREZ'S
BRAZILIAN PHOTOGRAPHS

M. Ferrez was photographer to the Geological Survey of
Brazil and received a medal at Philadelphia for the views
taken while in that service.

Brazilian scenery a speciality
88, RUA DE S. JOSÉ

W. R. CASSELS & CO.
RIO DE JANEIRO
Agencia
in the principal towns of the surrounding provinces.

The introduction of goods of American manufacture into this
market for competition with those of European origin, has been
for many years a specialty of their business, and references to
the various manufacturers they represent, which are kindly
permitted, will demonstrate the unequalled facilities they pos-
sess and have successfully employed for this purpose.
Further agencies, suitable to their lines of business, hard-
ware, machinery, domestic goods, specialties, etc., etc., are
respectfully solicited, a cash basis being readily conceded
whenever special and exclusive conditions are tendered by
manufacturers.

THE "TIMES" LETTERS ON BRAZIL.

In September last a series of letters on
Brazil appeared in the London *Times*, in
which an able correspondent, Mr. Gallenga,
conscientiously undertook to place the
physical, social, economic and political
characteristics of the country before the
world in a true light. A short time after
the appearance of these letters the *Jornal*
do Commercio undertook to reply to Mr. Gal-
lenga's criticisms. These editorials, though
dealing in generalities and avoiding the
vital issues upon which Mr. Gallenga's criti-
cisms were based, have been since translated
into various languages and widely repub-
lished in Europe both in newspapers and in
pamphlet form. The concerted republication
of this reply, the character of the comments
upon it by various European journals, and
the faithful transmission of these comments
to Brazil, leads to the belief that the foreign
office has been mainly instrumental in their
preparation and circulation. This belief is
strengthened by the fact that the Brazilian
secretary of legation at London, under date
of January 15, addressed a letter to the *Times*,
over his own signature, in reply to some of
Mr. Gallenga's statements.

It is clear that all this flurry and trouble
would not have occurred had there not been
some foundation for Mr. Gallenga's state-
ments. Had this gentleman written a mass
of unsupported statements, illy digested
and full of errors, no reply would have been
necessary. The world is not at all prejudiced
against Brazil; on the contrary the people
of the four most prominent nations, Eng-
land, France, Germany and the United
States, are so prejudiced in favor that they
will believe the most astonishing stories of
the wealth and internal development of
the country. The *Jornal* and the foreign
office would have had little need of replying
to Mr. Gallenga before such an audience
had there not been some foundation of
truth in his letters, and some apparent nec-
essity for refuting or excusing charges
which reflected little credit upon the country.

In general terms the policy pursued in
this case, as in many others of a similar
character, is an eminently mistaken one.
The government has long been accustomed
to circulate the most flattering reports of
the country throughout Europe, and has
expended no small amount of money for
this purpose. It has kept paid agents for
the work in various European capitals, it
has published books and pamphlets, and it
has subsidized newspapers. It has done
everything that could possibly have been
done to keep itself before the world in the
guise of a rapidly progressing nation, and to
conceal those defects in its social and polit-
ical life which would have diminished its
standing as such. The good opinion of
the world is, of course, a highly desirable
and praiseworthy object, especially to a
young and growing country. But a favor-
able opinion won by misrepresentation and
concealment is certainly not an object which
a nation can safely acquire. The good re-
sults of day growing out of such a policy,
must inevitably produce correspondingly bad
results to-morrow. The policy of buying

the credit of to-day at the expense of to-
morrow is short-sighted in the highest
degree, even were it not positively dishonest.
The retribution which necessarily follows
such a policy can not be overlooked, for it
is one which none but wealthy and powerful
nations can meet.

The world knows more of Brazil to-day
than it did ten or five years ago. It knows
that there are foundations for Mr. Gallenga's
criticisms. It knows that the country has
been greatly overrated, that its natural wealth
is but a fraction of what has been represent-
ed, that its growth has been slow, that its
theoretical liberal institutions are a myth
that it is cursed with one of the worst
phases of slavery the world has yet known,
that it is involved in financial difficulties
of a very serious character, and that its
present administrative policy is surely lead-
ing it into a crisis from which it can not
escape without loss of credit and position.
These are no unfounded conjectures; they
are results which far-sighted business men
are beginning to anticipate and from which
thinking men see no escape. We do not say
that they are unavoidable, because a change
of policy might either avert them, or dimin-
ish their effects; but through the present policy
we, in common with others, can see no
possible relief. If the government deems
it best to meet Mr. Gallenga's statements in
the manner employed by its London secre-
tary of legation, then it must abide by the
results. The truth will some day be made
so apparent that no possible explanation
will affect the result, and it will then be seen
how mistaken this policy has been.

As to the reply of the Brazilian secretary
to Mr. Gallenga, it deals just enough in
particulars to escape detailed statements,
and quite enough in generalities to leave
room for a wide play of the imagination.
We have no disposition to quarrel with his
opinion that the Emperor is "the foremost
statesman in the nation;" for it may be
strictly true. We should be pleased, how-
ever, to have a more definite statement
on this point, and to be informed as to
the measures for which the Emperor is
personally responsible. Regarding the "per-
sonal power" of the Emperor, which the
secretary contests, and the influence of "par-
liamentary institutions," which he alleges
to have "worked well," were not Mr. Gal-
lenga's criticisms perfectly fair and well-
founded? What ministry ever fell through
a popular vote, or a parliamentary opposi-
tion? Has not the Emperor always exer-
cised the privilege of creating and dismiss-
ing cabinets at will, and without consulting
either parliament or the people? Was a
popular election—if we may use the term in
this connection—ever known to go against
a ministry chosen by the Emperor? The
case is perfectly clear; and Mr. Gallenga
was right.

As to immigration, the secretary of lega-
tion writes that "in southern Brazil, Ger-
man immigration has been remarkably suc-
cessful," and that "elsewhere the government
has spent large sums on colonization and
immigration less successfully, but still there
has been a considerable annual stream of
permanent colonists into the empire." And

with a statement of this character the British
public is asked to discredit the statistics
and conclusions which Mr. Gallenga pub-
lished regarding the political, social and
economic difficulties in the way of immigra-
tion, and the really small number of immi-
grants which come to this country! It is
an established fact that the present system
of colonization has been a grand failure,
notwithstanding the fact that a very few
German colonies in Rio Grande do Sul have
been moderately successful and self-sup-
porting. And admitting all that has been
accomplished in Rio Grande, what grounds
are there for the statement that immigra-
tion there has been "remarkably successful?"
Does it approximate to that in the United
States, or in Australia, or even in the Argen-
tine Republic? To what extent has this
immigrant population added to the wealth
and commerce of that province? We do
not underrate the influence of the German
immigrants in Rio Grande, nor of the
good results attained through their industry
and enterprise, but as yet their number is
not large and their activity has been sadly
crippled by unfavorable legislation. They
have worked hard, but no one will claim for
them the success which their countrymen
have obtained in other parts of the world.
There is nothing whatever in their history
or present condition to warrant the descrip-
tion of "remarkably successful."

Concerning one other statement of the
London secretary we have only a brief
reply, and then we shall leave the question
for the present. Mr. Gallenga, in criticis-
ing the policy of the government in con-
structing costly public works and guaran-
teeing interest on railways, stated that the
Bahia and Pernambuco lines to the Rio
S. Francisco, "have never paid, and will
probably never pay, working expenses."
The statement was not explicit, but in this
sense the reply does not help the case, and
does not give the British public the infor-
mation it needs. The secretary of legation
says: "True it is that the Bahia railway
has seldom been able to make both ends
meet, . . . but the turning point of
that line now seems to be reached. But
the Pernambuco line has for years pro-
duced a surplus of profits in diminution
of the government guarantee on its capital."
Now let us see. From 1860 to 1879, inclu-
sive, the Bahia line has paid operating ex-
penses just four years, and the government
has paid the sum of 22,255,299\$409 for it
as guaranteed interest on its capital. This
enormous sum, nearly 22,500,000 sterling, is a
debt of the line. As to the Pernambuco line
it has paid its operating expenses every year
from 1858 to 1879, inclusive, except the
year 1863. But in not one of these years
did its surplus equal the interest on its capi-
tal, the government being obliged to meet
the deficiency in each case. The interest
charge for 1879 was 670,486\$854, and the
surplus over operating expenses was 292,-
028\$702, the government thus paying a *defi-*
cit of 340,590\$293. The largest surplus
was for 1878, it being 518,016\$689; but it
failed to meet the interest obligation by
444,478\$867. Since the beginning the gov-
ernment has paid a total sum of 7,947,-

878\$501 as guaranteed interest for this line, not one *vitium* of which has yet been paid back. The policy of building expensive railways through deserts to tap a sparsely populated and non-productive river valley was very justly criticized by the *Times* correspondent, and the British people will eventually support his position. So mislending a defense as this will certainly not help the matter, but will make the case all the worse when the errors of this policy are more generally recognized.

A JUST COMPLAINT.

Some days since a traveler over the railway line between this city and São Paulo was greatly annoyed by the behavior of some of his fellow passengers—a behavior which he characterizes as disgraceful in the highest degree. Among the passengers there were several females of brazen visage and unmistakable character, and notwithstanding the circumstance that the car was full of respectable people, these women were made the object of attentions and conversation on the part of a few passengers and of well-dressed loafers at the various stations which no decent community would tolerate for a moment. Our friend complains that it is impossible for a gentleman to take his wife and daughters into a railway carriage without making them witnesses of such scenes as this, and without exposing them to insults which in any other civilized country would justify his knocking the offenders down and kicking them out of the company of respectable people. The evil of which this gentleman complains is one of greater magnitude than is here indicated. It is not only present on railway carriages, but it is found in every public place in the country. We who are accustomed to traveling on the street railways of this city, are constant witnesses of it. It is an every-day occurrence on the principal street of this city, where no well-dressed lady can walk without feelings of shame and humiliation. It is a conspicuous feature of the theatre and opera, and of every public entertainment where respectable people can go. It permeates society in every direction; it is met with at every step. Those who have been reared in its midst look upon it with indifference, and make no effort to suppress it. It has been tolerated so long, and it is so large a factor in every-day life here that it will probably require nothing less than a social revolution to overthrow it. Our informant comes from a country where such scenes are very rare, and where they are rigidly and mercilessly suppressed. He comes from a society where ladies can travel—even alone—with perfect security, and where the humblest passenger on a railway train would not only treat them respectfully, but would consider it his personal duty to resent the least indignity offered to them. He has been educated to draw a sharp line between the decency and indecencies of life, and to relegate the latter to the lower and darker stages of society. He has been taught to respect and honor women, to defer to their tastes and wishes, to shield them from that which is vulgar and offensive, and to look upon public places where they are accustomed to go as exempted from vice and immorality. Here there is practically no such public sentiment. There are many, without doubt, who look upon these things with feelings of shame, and who would gladly see them suppressed, but they are so small a part of the community that their efforts would in a measure go unnoticed. The result is that they remain silent, and no efforts are made to put down these vicious practices. Nevertheless, we can not acquit the better classes of Brazilians from all blame; the remedy lies with them and it is their duty to employ it.

The railway companies can not suppress the evil, because they can not command the sympathy and support of the public; and the authorities will not make the effort because in not a few instances the official themselves are the chief offenders. The men who are chiefly prominent in these practices are men of position and influence—and society not only grants them full absolution for their sins, but also plenary indulgence for the future. The authorities, when not compromised themselves, offer no opposition, because their places are not infrequently at the disposal of these very men; and the press is silent because it is accustomed to truckle to the predominant customs and tastes, rather than to denounce evils and to lead public opinion into purer and better ways. As long as the press remains so subservient every reform will come slowly and with difficulty; and when this is supplemented by vices and indifference in the influential classes, it is likely not to come at all. Were our contemporaries to denounce these evils unsparingly, without fear or favor, there would be some hope; as it is the remedy must remain with the individual. It is to be noted, however, that the Brazilian press has made great progress within the past few years, particularly since the publication of the *Gazeta de Notícias*, and that it now criticizes where it would have been impossible a few years ago. There is hope that this new independence, this higher phase of journalism will some day lead to an outspoken and persistent condemnation of all these abuses; until that time our indignant friend must either bear them patiently, or travel on foot. We know how often a man's blood is made to tingle at these offensive practices, and how often he is tempted to take the remedy into his own hands; but mature reflection teaches that to knock down the son of a *conde* or a *barão* means an interminable persecution from which there is neither escape nor protection. When public opinion becomes educated in his favor, and when the press will advocate his cause in vigorous editorials instead of its contemptible *publicações a pedido*, then there will be an opet field and no favor. We shall then hope to see some of the *roulés* and well-dressed vagabonds who now afflict society, punished as they richly deserve.

HARBOR IMPROVEMENTS.

(Continued from our last.)

ARACAJU.

This is the capital, and principal shipping port of the province of Sergipe, situated near the coast a few miles south west of the S. Francisco River; it stands on the right bank of the river or estuary four miles above the light-house, and about six miles from the outer bar.

The bar fronting the outlet of the estuary is 2 1/4 miles from the light-house, which stands on the right bank, or southerly side of the entrance.

I made eight passages across this bar, with soundings, and found at high water of ordinary spring-tides, a depth of 4 metres, or over, (about 14 feet). I saw vessels drawing 12 1/2 feet (3.8 metres) pass out safely over the bar. I took soundings and bearings, and I also made a number of observations from the top of the light-house. I could find no map on a sufficiently large scale to exhibit the bar, the entrance, and the estuary up to the city; but from my notes I shall be able to make a map showing these.

Approaching the bar from the ocean, vessels are guided by signals displayed from the top of the light-house; consisting of a ball and two arms: one projecting northwardly, the other southwardly, so that the captains or pilots can see which way they are to sail, according to the arm upon which the ball appears.

The bar is not marked by buoys; though I think it should be. Concerning this more particulars will be given in my full report.

Immediately after crossing the bar, there is a beautiful, wide, deep, and safe navigation, all the way to the extreme upper part of the city, and for some miles beyond. The estuary is about half a mile wide opposite the city. There are eight shipping piers, including that at the custom house and the government pier for small craft.

These piers extend out to deep water, so that the steamers and vessels can load and unload at any stage of the tide.

The ordinary tidal rise is 5 feet; and at ordinary spring tides 6 1/2 feet.

Sugar is the chief product of the interior. The city of Muroim, 16 miles above Aracajú, is the principal place where it is gathered and stored in large trapezoids. It is brought to that point on pack-animals, or in the carts of the country. It is then loaded into barcas or small sailing craft, which can only navigate this part of the estuary at or near high-tide. At low-tide navigation ceases at Maroim. There is a regular movement controlled by the tidal currents, when the sugar crop is being carried. During the rest of the year the trade is merely nominal. They year 1880, has been uncommonly favorable, and the sugar crop was estimated to be nearly 500,000 sacks, or over 30,000 tons.

During my examinations of this neighborhood, there were generally about 24 ocean vessels in the port, loaded and loading, their tonnage ranging from 150 to 250 tons each, and their draught when loaded from 12 1/2 to 13 1/2 feet.

The main entry has branches on both sides, which afford navigation at high tide to plantations and small towns in the near interior for the light sailing craft.

The area of the tidal flat is as large as to a good security for the maintenance of the depth across the bar, especially if the best channel should be kept properly by a jet, so that vessels should always run in the deepest water. This will be more particularly referred to hereafter in my report.

The port of Aracajú is a commodious and superior harbor for the vessels that can cross the bar, as well as for much deeper vessels, if the entrance were deeper. Vessels in ballast, as nearly all are that frequent this port, can cross the bar at any time of the tide; but their coming is usually regulated by the guide on top of the light-house; but loaded vessels going to sea, always wait for high water at spring tides.

During my stay I observed that the tug—the *S. Salvador*, a very good steamer—towed out, at or near high-tide, two vessels, one at a time, during one of the daily tides. That was her day's work, occupying from three to four hours.

Vessels were arriving in the port nearly as fast as the others were being towed out; while the coast steamers of the Bahia line and of the Pernambuco line entered and departed at their own convenience. Being made of lighter draught than the sailing vessels—from 7 to 9 feet—they can cross the bar at any time when it is not too rough, caused by strong winds making a strong tidal outflow.

There are two other river or estuary entrances in the province of Sergipe, namely, the Rio Sergipe, and the Rio Real, which have outside bars very similar to that at the Aracajú entrance. The commerce at these is very much less; but they have harbors worthy of consideration. These two bars and entrances are so very incorrectly described in some of the books, that I deem it a proper duty to correct them in a very full report, which I am enabled to do from observations made during my visits to them in 1880. Up the river Real there are ten miles of very fine navigation. The town of *Estância* situated in the left bank ten miles farther, has only a high tide navigation. I examined the river that far up in a canoe.

ROBBERY OF A DISCOVERER'S RIGHT.

From the New York Tribune, January 18.

Communications have recently been passing between the office of the secretary of state and James C. Jewett in regard to the discovery of phosphate deposits on the Fernando de Noronha, the Alorhos and the Rocas Islands on the Brazilian coast. In the beginning of 1879, it appears, Mr. Jewett, who is a merchant of this city, fitted out a vessel for the exploration of these islands. The object was to find phosphate of lime suited to the manufacture of fertilizers, and valuable deposits were discovered. The captain of the vessel followed up the discovery by making a survey of the deposits. After this, samples of the mineral and an analysis were filed with the Brazilian minister of agriculture, with an application based on imperial decrees of 1871 and 1879 for the exclusive right to work and ship the mineral phosphates. The decrees in question, it is said, provide that persons—without regard to citizenship—who discover within the limits of the empire the situation of minerals are entitled to the right for a period of eighty years of developing and working the discovery to their benefit, and this without paying any royalty or duty to the government. Acting on the application the minister of agriculture therefore granted to Mr. Jewett, by an act dated February 3 1880, the right to work and ship the phosphates he had discovered on the Fernando Noronha Islands. Mr. Jewett agreed to pay into the imperial treasury \$1.50 for each ton of phosphate shipped. Everything being thus satisfactorily arranged, two American vessels were at once dispatched to Fernando Noronha to load phosphate for the United States.

Two months after the concession had been made, however, the ministry resigned, and a new one came into power. This was the signal for a general attack on the part of the majority in the Chamber of Deputies against the granting of so important a commercial privilege to a foreigner. A resolution of inquiry was passed, addressed to the new ministry. On August 16 an answer to the resolution was given by the minister of agriculture, who stated that Mr. Jewett's general application to remove the phosphate from the islands had been refused. In the ensuing debate a deputy declared that the deposits on Fernando Noronha was guano of the value of \$50 a ton, and not phosphate as claimed; further that the surveys established the fact that 5,000,000 tons were on this group (Fernando Noronha) alone, of the value of \$250,000,000, which was far too great a sum to go to the United States.

The following month another of Mr. Jewett's vessels, the *Elita*, having been sent to Fernando Noronha, its captain was officially informed by the governor of the islands—which contain a convict settlement—that he could not have the deposits. The *Elita* has remained at anchor before the fort ever since.

The remainder of the story is best told by Mr. Jewett, who was seen at his office yesterday by a *Tribune* reporter:

"I did not receive any official notification," he said, "that my vessels would not be permitted to load the phosphate even at Fernando Noronha until December 6, almost three months after the *Elita* started on her voyage. November 20 a discussion took place in the Chamber of Deputies on an application of the new minister of agriculture to sell the right of working the deposits to the highest bidder. One of the deputies then moved a resolution—which was passed—to appoint a commission for investigating the discovery, as the sole knowledge the government possessed of its existence emanated from a foreigner. The commission started last month armed with the maps and plans I had submitted to the ministry prior to procuring my concessions. This only shows in what bad faith the new ministry has acted toward me. It knows that the discovery is due to me alone, yet it will not allow me to enjoy the benefits accruing from it.

"Well, I applied to the secretary of state for redress, and instructions were sent to the American minister in Brazil to draw the attention of the Brazilian executive to the matter. The negotiations are advancing very slowly, but I have hopes none the less that a favorable understanding will soon be arrived at. The case of the *Elita*, which is still at Fernando Noronha, is the subject of a letter I have just received from the state department."

GROWING POPULARITY OF RICE CORN.

Egyptian corn, or Pampas rice, more commonly spoken of as rice corn, it is well known has been grown to some extent in Kansas for the last ten years, the farmers at first devoting only small patches of ground to its cultivation, and gradually increasing the breadth, without, however, making any particular observation of its productive quality or its economic value. In 1879, however, an increased acreage was planted, and the experiment tried in various counties of the state, with almost uniform success. These several trials have demonstrated it to be not only a useful, but a profitable crop for Kansas, and especially for the western counties of the state where drought prevails during summer and rain cannot be depended upon for the cultivation of Indian corn, or ordinary agricultural pursuits. Reports concerning this new grain were received by the state board of agriculture from twenty-three counties in 1879—all of the correspondents agreeing upon its chief characteristics. It grew rank, yielded abundantly and with little labor, and perfected its seed despite the dry weather. The total acreage of rice corn in Kansas for 1880 was 25,935.55. It is estimated that the average yield for two years past has been twenty-five bushels to the acre; possible yield, fifty to sixty bushels. This showing has been made under the most unfavorable circumstances, and without much practical knowledge of the subject by the farmers, many of whom had never heard of rice corn until Secretary Gray obtained a limited quantity of seed from the display made by the Egyptian government at the Centennial Exposition, and distributed it here for trial. It is impossible to tell to what extent it may be cultivated hereafter, since its merits have been so generally recognized.—*N. Y. Commercial Bulletin*, Jan. 12th.

—According to the report of the minister of agriculture the number of slaves liberated in the province of São Paulo through the emancipation fund up to last May was 413. At the beginning of the present month the total number had reached only 457, from which it appears that only 44 slaves have been liberated during a period of ten months. In view of the fact that there still remains 561,883\$275 to be expended from the amounts set apart for this purpose this extraordinary delay seems inexplicable.

PROVINCIAL NOTES.

—The receipts of the provincial postoffice of São Paulo for February amounted to a total of 20,044\$080.

—The *Artista*, of Rio Grande, of the 24th ult., says that Ypiranga lottery tickets were sold there at 40¢.

—Three persons residing at the Riachinho farm, Uruguaiana, Rio Grande do Sul, were murdered by unknown parties on the 14th of January. The local papers give no particulars.

—The prosecuting attorney of Pelotas, Rio Grande do Sul, has brought an indictment against the *commandante* of the private police force of that city for the murder of one Pedro Castelhano.

—From July to December, inclusive, of the past year the municipality of Guaratinguetá, São Paulo, sent 2,421 tons of coffee to Rio de Janeiro. The provincial taxes on the same amounted to 48,922\$750.

—Messrs. Almeida & Fialho, of Pará, have petitioned the assembly of that province for a street car privilege with exemption from taxation. The cars are to be drawn by animals and will be run without rails.

—The balance remaining in the provincial treasury of Pará on the 31st of December last was 1,185,791\$424. At the end of January the balance was increased to 1,615,318\$927, of which 297,605\$606 represented deposits.

—An Amazon exchange says that Messrs. C. Monteiro, Souza & Slaver are proposing to put up a telegraph line between Pará and Manaus, touching at Breves, Gurupá, Porto de Moz, Santarém, Villa Bella and Itacacarana. They design to ask subsidies from the provinces of Pará and Amazonas.

—The Swedish bark, *Isidolf Frøstholm* left Pernambuco on the 28th ult. with the light-house which is to be erected on the Rocas Islands. The bark took all the materials necessary for the work. The construction will be under the direction of Captain José Maria d'Almeida. Thirty laborers and the revenue cruiser *Medusa* accompanied the bark.

—An Amazon resident at Santarém, on the Amazon, entered into an arrangement with a slave four years ago by which the latter was to be purchased from his master and given an opportunity to earn his freedom. The amount paid for the slave was 1,100\$. At the beginning of last month the slave received his letter of freedom, having fully and satisfactorily earned his purchase money.

—According to the *Progador*, *Chetillo*, of Rio Grande do Sul, there are over one hundred alien families in that province who have been imposed upon by Brazilian *taballeros* in their marriages. The celebration of Protestant marriages before civil officials seems to have been gravely abused, so much so that there are many husbands and wives of high standing whose marriages were irregular and illegal, and whose children are therefore illegitimate. The matter is a serious one, and merits the immediate attention of the government.

—The Uberaba correspondent of the *Journal* relates that a wedding took place in that vicinity on the 19th ult. under novel circumstances. The bride party had arrived at the church and the ceremony was about to begin, when the bride's father fell dead from an apoplectic stroke. There was confusion among the guests for a moment, and great indecision as to whether it should be to marry or to cry. The bride was finally appealed to, and she settled the matter at once by saying: "I am going to marry, and then we will cry."

—The Pedro II colony is situated in the province of Pará on the left bank of the Rio Araguay, 36 leagues from its mouth. It was founded on the 29th of April, 1840. At the present time the colony contains four houses, two sheds, and a house for the director, all thatched. There are no colonists—not one. The military detachment detailed to preserve order in this colony consists of one lieutenant and 15 soldiers, who are said to combine agriculture with their other onerous duties. The colony will probably apply for emancipation under the new law.

—A ten-year-old boy has been discovered at Cametá, Pará, who has a decided taste for mechanics. Without any knowledge of mechanical construction he is said to have made a steam engine. It is seriously proposed to educate the lad, whose parents are poor, at the expense of the province. Very good. Now we know a poor young man who has discovered everything about a flying machine but his practical application to the business in hand. He, too, wants assistance from the public purse. We know another who has developed a surprising aptitude for music. He can pound beautiful things out of a piano. And he also wants assistance. We know another who possesses a remarkable gift of gab, and is supposed to have forensic talents of high degree. He also—but why multiply instances? It's only a legitimate part of the paternal business which the government has assumed, and to which there are neither bounds nor limits. It simply needs an inexhaustible public purse—that's all!

—The public library of Pará contains 6,000 volumes.

—The number of slaves thus far liberated in the province of Rio de Janeiro through the emancipation fund is 1,295.

—A slave on the S. Manuel fazenda, municipality of Valença, is said to have drawn a 20,000\$ prize in the Ypiranga lottery.

—Complaints are made by the citizens of Manaus, Amazonas, of the bad administration of that capital by its municipal council.

—The number of slaves exported from Pernambuco to Rio de Janeiro in the month of February was 8, against 157 in 1880, and 84 in 1879.

—The opening of telegraphic communication between Natal, Rio Grande, and Fortaleza, Ceará, was formally inaugurated on the 26th ult.

—Another fever epidemic of a malignant character is raging at Vassouras, and a physician has been sent from this city to study its character.

—The time for paying the tax on slaves in this province will expire on the 17th inst. After that date a fine will be imposed upon all delinquents.

—The province of Goyaz has liberated 50 slaves under the emancipation law at a total expenditure of 24,920\$612. The sum of 22,914\$222 still remains to be expended.

—A Spaniard named José Pinheiro was killed with an ax by a slave on the Cachoeira fazenda, Paralyha do Sul, on the 4th inst. The murderer was captured.

—The storm of the 9th inst. caused great damage in the municipalities of S. Sebastião and Villa Bella, São Paulo. Assistance has been asked from the chief of police of that province.

—The provincial assembly of Maranhão is now in session. It is said that a tax on imported slaves, similar to those of Rio de Janeiro, São Paulo and Minas Geraes, will soon be adopted.

—The president of São Paulo has signed the bill authorizing a contract with the general government for the Santos harbor improvements according to plan B of Col. Roberts, or any other plan which offers greater security and permanency.

—The registration of voters under the new law is developing some interesting statistics. In Petropolis it closes with 140 registrations, two of whom decline to sign the papers. This is called a "battering result" by the *Mercurio*, because a majority of the population of that city are foreigners.

—The government has annulled the expenditure of money for freeing a slave named Germano, at Valença, who ran away from his master some 12 years ago. The amount has been expended on the liberation of three slaves who are not fugitives, from which it appears that it takes three slaves in hand to equal one in the bush.

—The *Cruzeiro* is informed that the provincial government of Minas Geraes has decided that the registry tax of 2,000\$ on imported slaves shall go into force in accordance with the provisions of provincial law No. 1, of 1835, viz: fifteen days in the capital after its publication, and in other parts of the province as many days after as the place is distant from the capital allowing one day for each three leagues. The budget which contains this law goes into effect on the 1st of July next, but the provincial government has thought best to strain a point and enforce the tax earlier.

—A correspondent of the *Gazeta da Bahia* relates a very sanguinary fight which took place on January 20th in the neighborhood of Santa Inez. Many persons were seriously wounded, amongst them José Duarte dos Santos, brother of the delegate, who received three shots, José Pereira, with two shots, Antonio de Souza, with two, Maria Joannina, who received a wound in the left foot, Pedro Francisco who was stabbed in the breast, and many others whose names are not given. José Pereira was found dead in a wood on the 30th, and when the subdelegado was requested to proceed to the *corpo de delicto* he declined to do so. The delegado took no steps whatever in the matter and declared that the only steps he could take would be to see that the parties should be treated as his brother had been, or worse.

—On the fazenda S. Luiz, situated near Sayean in the province of Rio Grande do Sul, the residence of Dr. Francisco Patrio de Azambuja, was broken into during the night of the 3rd ult. Dr. Francisco Patrio, owner of the fazenda, had gone out for a walk with a young nephew, and, returning to the house late at night, they went to sleep in the office which is on the ground floor. At about 1 o'clock his wife, who slept upstairs, heard steps in her room and thought they were her husband's when she was attacked by two men who immediately seized and bound her, threatening her with death if she screamed. They then tried to force her to say where the money was kept and on her denying the existence of any in the house, they gagged her with the intention of finding out for themselves. Hearing, however, some noise below they fled precipitately through two windows which they had left open.

—The January receipts of the custom house at Manaus, province of Amazonas, were 70,569\$438.

—The custom house receipts at Paralyha do Norte in the month of January were 67,462\$374, and those of the consado 25,285\$257.

—A woman was recently murdered at a little place called Gloria, near Carangola, by a man named José Teixeira. She leaves four little children. The press gives no further particulars.

—The February receipts of the Bahia customhouse were: general 843,205\$542, provincial 104,006\$088; the internal revenue was 50,718\$407, and that of the postoffice 5,488\$533.

—At S. Paulo, on the occasion of a funeral on the 5th inst., two coachmen engaged in a quarrel at the door of the cemetery. One of them received five stabs with a knife and was killed.

—The liberations through the emancipation fund in the provinces of Pernambuco and Rio de Janeiro amount now to 510 with the sum of 299,449\$632, in the first, and 1,279 with the sum of 1,151,294\$736 in the last.

—The Brazilian gunboat *Lamego* has left Maranhão for the island of S. João having on board 1st lieutenant José Marques Mancebo who is to choose the best spot for the lighthouse which is to be erected there.

—The February receipts of the custom house at Pernambuco were:

Custom house	796,471\$849
Consulado	198,199\$859
Internal revenue	68,294\$797

—In the capital of the province of Minas Geraes an agricultural school is about to be established, where agriculture in all its branches is to be taught theoretically, as well as practically. The president of the province has been duly authorized and provided with the necessary means.

—The *Diário Maranhense* relates that José da Silva Leite, having gone from Maranhão to the village of Victoria in order to get married, returned to the former city—unmarried, but severely beaten by his intended bride's relations that he will require at least 30 days to recover sufficiently to be able to try again.

RAILROAD NOTES.

—The Santos train lines carried 17,714 passengers in January and 15,148 in February.

—The first cargo of rail for the Bragança railway arrived at Santos on the 7th inst. per the Danish brig *Marzella*.

—The January receipts of the "Recife S. Francisco" railway amounted to 148,143\$060 and the expenditures to 68,203\$556.

—Decree No. 8,019, of February 26th, approves the statutes and estimates of the second section of the Carangola railroad, comprising 55 kilometers.

—The January receipts of the Feira de Sant' Anna branch of the Central Bahia railway were 15,164\$134, and the expenditures 15,012\$740. The freight traffic amounted to 1,000 tons.

—In reply to a petition of Mr. Morris N. Kohn for a reconsideration of improvements in metallic luggage checks which he wishes to introduce on the Dom Pedro II railway, the minister of agriculture declares the claim to be inadmissible.

—The receipts of the *Paranaense* railroad during the second semester of 1880, inclusive of the balance of 3,596\$402 carried over from the previous semester, were 97,841\$713, and the expenditure 47,983\$611, leaving a net profit of 49,858\$102.

—The February receipts of the "Machado e Campos" railway amounted to 103,644\$080. The number of passengers carried was 736 first class and 1642 third class. The freight traffic included 2,479.4 tons of coffee, and 146.7 tons of sugar.

—The minister of agriculture, in a dispatch dated 3rd inst., has ordered the rolling stock of the "Recife S. Francisco" railway to be increased by 6 locomotives, 3 first class passenger cars, 2 luggage cars with brakes, and 46 freight cars.

—The total income of the Central Pacific railroad during the six months ending December 31, 1880, was \$12,560,230, and the total disbursements were \$9,150,000, leaving a surplus of \$3,410,230. The dividend declared for the half year was 3 per cent, payable February 1.

—A general meeting of the "Paulista" railway shareholders was held at São Paulo on the 27th ult. for the reception of the report of the commission on accounts and for the consideration of the government's proposal to extend the line to the Rio Paraná. The financial report up to June 30, 1880, was received and accepted, and the company authorized the payment of a dividend of 8 per cent. Regarding the Paraná, or Matto Grosso, extension the company authorized a reply to the government that it would have been able to entertain proposals had it not been that its extension to Araraquara had been cut off by a concession to the S. Carlos do Pinhal line, but that this concession prevents its entering into the proposed arrangement.

—The February receipts of the Carangola railway were 38,331\$900 against 20,801\$090 in February, 1880.

—The January receipts of the Cantagallo railway, including the Rio Bonito branch, were 156,331\$831, and the expenditures 107,221\$200.

—The total number of miles of railway constructed in the United States during the year 1880 was 7,150, the greatest number since 1872 when it was 7,340.

—The January balance sheet of the Paulista railway shows that the receipts for the month were 172,999\$410, and the expenditures 62,551\$784, leaving a net balance of 110,448\$626.

—The tenders for constructing the Dom Pedro II extension were brought before a cabinet meeting on the evening of the 11th inst. It is said that the choice of a contractor has already been made.

—The *Pharol* of Juiz de Fora, Minas Geraes, says that the commission appointed to revise the statutes of the "Juiz de Fora e Piaú" railway has completed its labors. The board of directors has invited Dr. J. S. de Castro Barroso to occupy the position of chief engineer.

—Official experiments with the new 1½ anti-friction axle took place on the Dom Pedro II railway on the 11th inst. The experiment was made on the trucks of a freight car, and at every examination the axle was found in a heated condition. At one examination its temperature was found to be 78° Cent., or 44° above the temperature of the surrounding air, and much above the temperature of the ordinary axles on other freight cars, loaded with coffee. There was also found a metallic residue in the boxes caused by the wearing of the axle. The commission, with infinite charity, ascribe the failure of this experiment to the bad quality of the materials used in the axle.

—The minister of agriculture sent the following dispatch to the chief engineer of the Bahia railroad prolongation on the 3rd inst.: The prolongation of the "Bahia au S. Francisco" railway would have been a condemnable error if it had to stop at Villa Nova da Rainha. Neither was this the intention of the government which authorized these works, nor is it that of the present one which, as I declared in parliament, purposes continuing for the continuation of the said railway to its terminus in Casa Nova or in the town of Joazeiro. And as the government has to ask parliament for the credit necessary for this purpose, I recommend that in the beginning of next term you make the revision in the plans of that part of the road and in the tables of prices at present in force in the construction of the works already contracted for, so that the government may be placed in a position to proceed in this matter as it may judge most useful and convenient to the interest of the said road and the state.

A PRACTICAL IMMIGRATION SCHEME.

Under this head, the New Orleans *Democrat* announces what it calls "one of the most important enterprises that has ever been started for the development of the almost untouched resources of Louisiana, Arkansas and Texas," in the shape of an emigration movement which has been entered into by most of the great railroads that traverse the territory which it is determined to settle. The association is called the Southern Immigration Company, and is at present composed of the following railroad companies: St. Louis, Iron Mountain and Southern; Missouri, Kansas and Texas; Missouri Pacific; Texas and Pacific; International and Great Northern; Gulf, Colorado and Santa Fé; and the Dallas and Wichita. The design of the association is, by combining the various railroad interests, to offer such inducements to the farmers and mechanics of the Old World, and even to those in the more thickly settled portions of the New, as will secure a large immigration to the states named. The president of the association is Mr. W. W. Lang, of the International and Great Northern. There are between 8,000 and 10,000 miles of road now interested in the project. This is the very first practical immigration scheme which has ever been undertaken on a large scale for the benefit of the Southwest. The company is straightway to put its plans of work into vigorous operation in the United States; and as soon as the organization, with all its forces, is regulated, it will enter Continental Europe with all the zeal, energy and means at its command.

It is announced that a new cable company has been organized in New York by the consolidation of all the existing American companies. Its capital is fixed at \$20,000,000. One of its objects is to lay new lines so as to obtain direct cable communication with Brazil.

The public debt of the United States was diminished \$7,353,167.71 during the month of January. The decrease since June 30, 1880—seven months—was \$50,372,727.00.

THE RIO NEWS

PUBLISHED TRIMONTHLY

on the eve of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th of the month.

Contains a summary of news and a review of Brazilian affairs; list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, a table of freights and charters, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription for one year in Brazil,	\$10.00
do do in six months,	\$5.00
do do for one year in the United States,	\$10.00
do do for six months,	\$5.00
do do for one year in Great Britain,	\$12.00
do do for six months,	\$6.00

All subscriptions must run with the calendar year. Back numbers supplied at this office from April 1st, 1879. Subscriptions and advertisements received at the

EDITORIAL ROOMS.—8 Rua São Pedro.

Agents in New York:

JAMES S. MACKIE & SONS,
194 Broadway.

RIO DE JANEIRO, MARCH 15TH, 1881.

It is announced that a meeting of business men will take place in this city some time during the present week for the purpose of effecting a political organization to secure representation in the next General Assembly. The movement is praiseworthy in the highest degree. It is high time that the men who contribute so largely to the wealth and development of the country, who are taxed to a greater extent than any other class, and who comprise within themselves so much of the industry and activity of the country, should be fully and ably represented by men of their own choice. It is an error to suppose that lawyers are best fitted to serve as legislators. In criminal legislation and in the preparation of legislative acts as to form the lawyer is indispensable, but in commercial legislation the business man is the one who should be most influential in determining the measures to be adopted. All countries suffer more or less from the enactment of defective or restrictive commercial laws, and this country is very far from being an exception to the rule. Tariffs are imposed without any comprehension as to their effects upon trade, and other taxes are levied upon business without regard to their justice or effects. In very many cases the presence of business men in the legislature would prevent or modify such legislative errors. It is to be hoped that the business men of this city, the metropolis as well as the capital of Brazil, will carry out their purpose and secure a just representation in the next Chamber.

Upon various occasions our attention has been called to the many defects and delays in the handling of mails. Business men are put to great inconvenience at times, not only in the receipt of their letters, but in their dispatch. The recent regulations of the British post-office not to receive mails on steamers has added another burden, as it compels the closing of letters a long time before the steamer's departure in order to meet the requirements of the Brazilian offices. The present able director of the post-office, Commandador Wilkins de Mattos, has already greatly improved the postal service, and has shown a hearty desire to meet all the just requirements of the public. We trust therefore that he will take this matter of improving the receipt and dispatch of mails into early consideration. Could a system of lock boxes be introduced into the office, a great saving in time and labor would certainly be achieved. And in the dispatch of mails the adoption of special steamer boxes, where letters could be deposited by the public up to within a half hour of the time of sailing, would be a very great benefit to business men, and would

impose little additional labor upon the department. In these days of voluminous commercial correspondence it is not an easy task for business men to get all their letters closed and mailed from two to three hours before the departure of a steamer. We feel certain that we have only to call the attention of the director to this need in order to have it fully and satisfactorily met. And upon another point, we have been informed that papers are often lost or retained in the postoffice itself. If this be true, the director should lose no time in punishing any subordinate who so far abuses his position as to tamper with the mails. A newspaper should be held just as sacred as a letter, and should be conveyed and delivered with just the same care.

SOME months since we called attention to the experiments which had been made in the western part of the United States with a new cereal called Pampas rice, or rice corn. Those experiments had demonstrated the fact that this cereal was little affected by drought, and that it produced abundantly even in regions subject to long rainless periods. This peculiar quality of Pampas rice led us to the conclusion that it might prove to be of the greatest value to Ceará and other provinces of Brazil where droughts are so frequent, and sometimes so fatal. We are not aware, however, that any steps have yet been taken to determine the possibility of growing this valuable cereal in Brazil. The experiment certainly should be made. The expense of obtaining seed, and of giving it a thorough trial will be a mere bagatelle, an infinitesimal part of the actual value which this cereal may possess as a food product. At best, the expensive works which the government has in hand and in contemplation in the northern provinces will be wholly inadequate to meet their vital needs during a widespread *seca*. The great need is food—a need which can not be promptly met in a country which turns its chief attention to the growth of coffee and imports its food. In such a case there can be no wiser provision against famine than the cultivation of food products in these provinces, especially such products as will best resist the effects of drought. The minister of agriculture has shown great zeal in the construction of railways, and in surveys for an extended system of storage reservoirs in Ceará. He has shown interest in the establishment of agricultural schools, and in the creation of industrial colonies. The introduction of Pampas rice into the empire may not be so attractive and consequential as these measures, but there is a possibility that it may exceed them all in its practical results. We trust that the minister, or some patriotic and enterprising planter, will no longer neglect the experiment. There may be no glory, nor *commenda*, in the enterprise; but there may be within it the means of saving thousands of lives and thousands of contos when the next great *seca* shall come. We give in another column a brief resumé of the experiments made in one state of the United States, which we commend to the thoughtful consideration of our Brazilian readers.

THE excerpt from the New York *Tribune*, which will be found on our second page, shows that Mr. Jewett, of New York, still continues to believe that he has a claim on the Fernando de Noronha phosphate deposits, and that he has been very unjustly treated by this government. It is unfortunate for Mr. Jewett that he did not come here in the first place and thoroughly inform himself as to the laws and regulations governing the grant of concessions; he would then have avoided the errors into which he has fallen. From the documents in possession of the government, and

from all the information that we can obtain, it is clear that Mr. Jewett has not the shadow of a claim. The existence of phosphate or guano deposits on the islands along the Brazilian coast has been more or less known for many years, and concessions have been granted for working them. The claim of discovery is therefore not clearly established. And even if it were, the laws of the country prescribe certain formalities and conditions which in this case have not been fulfilled. It is true that the constitution of the country guarantees the rights of discovery and invention, but all such rights are decided and regulated by law, just as they are in the United States. Mr. Jewett would certainly not consider his right to a patent fully established and guaranteed unless he had complied with the patent laws of the United States; and in this case his rights of discovery are in no wise confirmed until he has complied with similar laws of Brazil. The history of the case shows that he applied for a concession before any visit had been made to the island, or before any surveys had been made. Permission was granted to him by Minister Sinimbu to send a vessel there to examine the deposits and take away a load as samples. This permission was granted through a private letter, and constitutes all the privilege that Mr. Jewett ever obtained. No concession was ever given him in any manner or form. The first vessel sent out, the *Katie*, went to the island where explorations were made and a few tons were taken away as samples. The report made by Capt. Partridge was a very fair one, but the map was nothing more nor less than a rough copy of a chart. In sending the *Katie* out a second time Mr. Jewett notified the Brazilian legation at Washington that he held a privilege and that he was preparing to send other vessels to load phosphates at Fernando. He was then notified by the Brazilian secretary of legation at Washington that no such privilege had been granted. To prevent any further question the secretary filed a protest in the American state department against Mr. Jewett's claim. In the meantime Mr. Jewett wrote to Brazil for permission to send for a full load of samples, a step wholly unnecessary had he possessed the privilege claimed to have been issued in February, 1880. He has since been informed by this government that he possesses no concession whatever, and that he has no right to the deposits in question. The case on Mr. Jewett's part shows an utter ignorance of the Brazilian law governing the grant of such privileges, and if he suffers loss through this ignorance, or through negligence in complying with the forms of law, he has no one to blame but himself.

THE able New York correspondent of the *Journal do Commercio*, under date of February 5, 1881, gives a brief tabular resumé of the coffee trade between the great coffee-producing empire and its best customer, the republic of the north. To say that a study of these tables will be interesting to the coffee planter, the financier, and the statesman, is to quote a platitude, and yet every reader of the Rio News knows that the planter, the financier, and the statesman of the great American empire never allow themselves to be troubled with extrinsic problems of this kind—these facts are beyond their daily horizon. The planter knows the fact that his correspondent in Rio or Santos acknowledges and pays all his drafts, even when the only item to his credit is next year's crop of coffee! On these sums, so borrowed, the usual agricultural interest of from ten to fifteen per cent. is duly charged. The financier's view is limited to present local issues of paper money or prospective foreign loans, while

the statesman of the period is bewilderingly floundering in a maze of electoral bills, appointments to office so as to secure such results as will insure retention in office, distributing "*bicos d'agua*" with discrimination and propriety, and shadowing the imperial head of the nation on his restless peregrinations. Let us look between the lines of the statement of the *Journal*'s correspondent, and crystallize in one sentence everything it imports to the coffee interest of Brazil. In 1879 Brazil furnished the States with 70% of the coffee consumed; other coffee producing countries furnished 30 per cent. In 1880 Brazil furnished only 56 per cent. while the sales of other countries reached 44 per cent., an increase over the previous year of 14 per cent. We all know that Brazil could have furnished the other 14 per cent. just as readily as to store it in the country, and to her manifest advantage. There must be some reason why the people of the States preferred to buy this fourteen per cent. of coffee from other countries rather than import it from Brazil. Can it be that such countries as Venezuela, Costa Rica, Colombia, Haiti, Mexico, Jamaica, Porto Rico, etc., by reason of free labor, intelligent practice of modern agriculture, proximity to the States, and more general use of modern machinery as an auxiliary to manual labor, really produce a better article for export, and offer it at a lower price in the American market? Doubtful! Yet is it not as well worth the appointment of a commission of survey and inquiry, as to order a fleet to China, with an embassy? or to send a triumvirate to Europe to introduce and vulgarize the use of *carne secca* and *maté* for the especial benefit of the Platine republics? or to commission a *survant* to study the farm schools of France with reference to the adoption of the system in Brazil, as if the agricultural features of the most crowded country in old Europe would be at all applicable to the most sparsely populated country in new America! Planters, financiers, and statesmen of Brazil, come down from your pedestals of prejudice and egotism! look the practical and economic questions of the day squarely in the face! put your country in line with the progress and civilization of the nineteenth century, and you will have nothing to fear!

SOME four months ago we called attention to certain new developments in the Indian slave trade on the Amazon, and published extracts from the official report of a Colombian prefect in support of the charge. We had denounced this same traffic early in 1879, and have continued to denounce it at intervals down to the present time. On the 11th instant the *Journal do Commercio* republished the report of the same Colombian prefect and briefly discussed the matter as though it were but an event of yesterday. And in so doing the *Journal* says that in a previous reference to this scandal it had "had the regret to announce that North American newspapers, being without doubt inspired by the Colombian press, had stigmatized this inhuman commerce with a most just rigor." We are sincerely glad to see the *Journal* give publicity to this question, even though it is some months late—but at the same time we would have preferred to see it pursue a course more creditable to the position which it occupies as the leading newspaper of Brazil. The case is simply this. In our issue of July 5, 1879, we published extracts from a letter by an American traveler, Mr. Ernest Morris, to the New York *World*, in which he spoke of the traffic and gave incidents with which he was personally acquainted. We denounced this infamous traffic then, and have continued to do so ever since. We have never gilded this accused and illegal commerce in human beings by

- Consist*— that the Duke of Saxe is expected to visit this city sometime in May next.
- Dr. Luiz da Cunha Feijó, Visconde de Santa Isabel, died at Petropolis on the 6th instant, after a protracted illness, at the age of 65.
- A German architect, named Keuzenberg, committed suicide on the 7th instant at No. 27, Ladeira de Sta. Thereza, by shooting himself with a pistol.
- Senator Ambrósio Leal: da Cunha has been accepted as only arbitrator in the questions pending between the government and the Rio de Janeiro City Improvements Company.
- An Englishman named James Johnston, mate of the bark *Gravina*, was taken to the Misericórdia hospital on the 5th instant, he having been stabbed in the stomach on board the said bark by one of the sailors.
- Antonio Luiz Gomes Ferreira, nicknamed *Razinho*, who was arrested recently for the murder of a policeman in a boat containing stolen jerked beef, succeeded in escaping from prison on the 8th inst.

—A change in the management of the *Gaseta da Tarde* has effected a change in its principles. It is no longer an abolition organ.

—It is announced that the new city hall will be completed by the end of July, and that the inaugural ceremonies will take place on the 7th of September next.

—It is announced that the illustrious city council will accompany the Emperor as far as Ilhaçana on his coming visit to the province of Minas Geraes.

—The Barão de Capanema, director general of the telegraph, founder of the *Pormidões Capanema*, and counselor of state, left for the south on the 11th inst. We are not informed whether he goes to put up a telegraph line, to examine a coal mine, or to kill a colony of ants.

—The claim of Mr. Morris N. Kohn for a privilege on improvements in the telephone has been referred to the *conselho provincial* for its *opinião*. And now Morris wants to know where the aforesaid *procurador* lives.

—Capt. João Gomes de Faria, commander of the monitor *Solimões* during the famous cruise to Ilha Grande, has been appointed inspector of the Pará marine arsenal. Capt. Faria's long experience on sailing vessels will enable him to fill his new position with honor and credit.

—The gunboat *Príncipe do Grão Pará* has been commissioned to make a cruise as far north as Pará touching at all points along the coast. The purpose is to determine the magnetic lines. The commission entrusted with the work is composed of 1st Lieut. Adolpho Pinheiro, and the engineers Rykessel and Van Halphen.

—The many friends of Capt. Geo. F. Carpenter, who came out as master in the American packet *City of Para*, on her December-January voyage, will be pleased to learn that on the homeward voyage he was presented with an elegant sea glass by the passengers. Those who have traveled with Capt. Carpenter will not fail to appreciate this pleasant recognition of his untiring efforts in behalf of his ship and passengers.

—The daily press is informed (*consta-nos*) that the three General Assembly districts of this city will be divided, according to parishes, as follows: 1st., Sacramento, S. José, Candelária, Glória, Lauro, Gávea and Jacarepaguá; 2nd., Santa Rita, Santa Anna and Santo Antonio; 3rd., S. Christóvão, Engenho Velho, Espírito Santo, Conceição do Rio Negro Novo, Guaratiba, Inhabanda, Irajá, Campo Grande, Ilha do Governador and Paqueta.

—Wishing to contribute towards the development of the Anahary Grant suburb, Mr. Domingos Gonçalves Pereira Nunes has offered to the Villa Kahel tramway company the sum of 1,000\$ to assist the laying of the track from the Rua São Francisco Xavier to the Avenue 28 de Setembro. Besides this he has offered to supply all the earth necessary for the important raising of the Rua D. Maria.

—The Vaul Medical Society of Lausanne, France, has conferred the title of "corresponding member" upon Dr. José Pereira Rego Filho. We are informed that the eminent ex-member of the health board is contemplating the publication of a descriptive and classified list of the many hundred tiles thus far received. The book will be voluminous as to size and entertaining as to contents. It will be accompanied by a carefully prepared index, bound in a separate volume.

—Joãoquin de Souza is the lion—the sea lion of the hour. He swam across the bay some time ago, and the feat was received with so much enthusiasm that he has been compelled to accept the honors of championship. Of course, others had done the same thing before, but their names had a foreign sound and did not therefore raise the enthusiasm of the populace. On the 6th Joãoquin swam across accompanied by quite a fleet of small boats, filled with Joaquin appointed swimming master to the monitor *Solimões*, in order that the crew may receive all necessary nautical instruction, and in order to provide a means of sending dispatches ashore during the autumn maneuvers of that famous ironclad.

—The American packet *City of Para*, Capt. Crowell, arrived at this port on the evening of the 7th inst. after the longest and most difficult passage yet experienced by any steamer of this line. She left New York on the 5th ult., with a cargo of 2,000 barrels of flour and 3,000 packages of merchandise. The second day out the steamer experienced bad weather, which caused a shifting of the coal and threw her on her beam ends. The cargo shifted away, and the fires were put out through a flooding of the fire room. Nearly two days elapsed before the fires were rekindled, the ship being in great danger during all this time. Owing to the damages sustained the steamer was unable to make good speed, and came in much behind her usual time. She brought 54 passengers, among them Mr. W. B. Smith, of the New York Times, and his wife.

—There were 20 deaths from yellow fever in this city from the 1st to the 12th inst., inclusive.

—The appointment of Sr. José Baptista de Castro e Silva, of the Rio custom house, as inspector of the Pará custom house is announced.

—In imperial decree conveying the new General Assembly sometime in August next, is said to have been signed on the 12th inst.

—House-breaking and petty thievery still continues unchecked in this city. Will not the chief of police give a little of his attention to this matter?

—An imperial decree of the 12th inst. declares lapses all the concessions in central factories (*engenhos e usinas*) which have not complied with the requirements of law up to that date.

—William Morris, second mate of the British bark *Araya*, fell overboard in this harbor on the 11th inst. and was drowned. His body was recovered on the following day.

—The crusade against violet ink continues. The minister of war issued instructions on the 4th inst. that documents written with this ink should not be received in his department.

—From the frequency and character of the rains which we are now experiencing, it is thought that the old-time rainy season is returning. For the time of year the health of the city is exceptionally good.

—The new electoral reform law is occasioning a remarkable number of disputes and complications. From all appearances the new law itself will need to be radically reformed, before it will work smoothly.

—Decree No. 8,009, dated 2nd inst., authorizes the Villa Isabel tramway company to extend its track from the Rua S. Francisco Xavier through those of Iamaraty, D. Mariae and Gonzaga Bastos, joining the line of the Boulevard Villa Isabel.

—A Frenchman, named Jean Ribeiro, cook of the British bark *Mary Drake*, in this port, was sent to the Misericórdia hospital by the British consul on the 7th inst., he having been seriously wounded in the face by the second mate of that vessel.

—On the 6th inst. at 5 p.m. an intoxicated soldier of the 1st regiment of light cavalry, named João Francisco da Silva, tried to show off his valor in the Rua da Alfama, sword in hand. He first wounded a peasant in the face, then tried to kill a lieutenant of the same regiment and finally wounded three policemen. With much difficulty he was disarmed and taken to the barracks of the 1st battalion of infantry.

—Mr. John Cook, well known in Rio de Janeiro and in the province of S. Paulo where, with some slaves he possessed, he occupied himself in erecting coffee machinery, committed suicide near Jundiahy in that province. His body was found hanging to a tree in the road by the river Anhangabá, and close to it a tin box containing 10 apices and his will, by which he bequeaths his eight slaves and leaves the remainder of his property to his brother who is residing in Rio. The deceased was 76 years old.

—According to the daily mortality reports of the Misericórdia hospital the total number of deaths from all causes, in this city, during the month of February was 914, which gives a daily average of 32.6 and an annual average per thousand of 36.7. The number of deaths from yellow fever was 54, other fevers 100, and consumption 136. For the same month of last year the deaths from yellow fever numbered 120, from other fevers 164, from consumption 138, and from all causes 1333; daily average 45.8, annual average per thousand 51.6.

—On the 6th inst. at half past four in the morning a Portuguese, named Antonio Pereira Brandão, was bathing at the Praia da Saude in Botafogo, in company with several other persons, when he was suddenly heard to call for assistance. But before such could be rendered to him he was seen to sink, his body not coming to the surface again until an hour after. At half past seven in the evening of the following day the body, already in a high state of decomposition, was still lying unburied because none of the police doctors had yet arrived though twice sent for by the *subdelegado*.

—On Sunday the 6th inst. at 3 p.m., a wagon of the S. Christovao company, loaded with stones, which was being driven at a furious pace through the Rua de Haddock Lohm, ran over a poor old woman, breaking both her legs and almost severing them from her body. The driver immediately damped and the police, as usual, made themselves conspicuous by their absence, in spite of all endeavors of the bystanders to call them to the scene of the disaster. After the space of an hour and a half two policemen appeared on the scene. In the meantime a resident in the neighborhood had placed a sheet over the poor old woman to protect her from the burning sun, but when some others brought a net in which to remove her to some place more convenient than the pavement in the middle of the street the two said policemen objected in the ground that the competent authorities had not yet arrived!

—An association of Berlin bankers has commissioned Major Trantmann to visit and examine the Fernando de Noronha phosphate deposits. The minister of agriculture issued the necessary authorization on the 11th inst.

—Dr. Luiz Monteiro Caminhôa has been commissioned by the minister of agriculture to study the agricultural schools of France and other countries of Europe, and to prepare a detailed report on the same. A specialty will be made of the *fermentol* of France.

—It was announced on the morning of the 13th that the minister of war, Visconde de Pelotas, now absent in Rio Grande do Sul, had tendered his resignation. The administration of that department is now provisionally in the hands of the minister of empire, Barão Homem de Melo. In the afternoon of the same day, however, the *Diário Official* denied the report.

—An imperial decree of the 12th inst. had accepted the resignation of Conselheiro Baraque de Maciel, now minister of agriculture, from the position of director of the bureau of public works. His successor will be Dr. Antonio Alvares dos Santos Souza, now chief of the 2nd section of the same bureau.

—Dr. Maximiano Marques de Carvalho, the physician who proposes to keep yellow fever out of Rio by encircling the city with a telegraph wire, has been denied permission to register under the new electoral reform law because of not being able to present a diploma. Alas! how fast our idols are falling!

—The *Gazeta de Notícias* of the 9th inst. says that it has good foundation for saying that the minister of marine has given orders to two foreign merchants of this city for the construction of two transoceanic in Europe. These orders are given under the special credit voted by the last General Assembly.

Meteorological observations taken at Itaz, in the city of S. Paulo, during the month of February, 1889, by the

Campanula trachelium L. *Escholtz.*
Lat. 52° 35' 58" S. Long. 46° 53' 58" W. (Greenwich)
Height of thermometer 95, 95 ft. above mean sea level,
100 ft. of rain gauge
Mean pressure at 9 a.m. 27.61; at 9 p.m. 27.65
Mean pressure corrected null reduced to 29° Fahr. at mean sea level 29.4
Mean at 9 a.m. 29.23; at 9 p.m. 29.27, 29.50 inches
Mean temp. of air 54.9° C., 131.4° Fahr. at 9 a.m. 54.9° Fahr.
Mean of max. temp. in shade, 79° 8', 43 min. in shade 62° 2' F.
Mean of min. temp. in shade minimum thermometer, 37° 6' F.
Mean of max. temp. of surface of water in shade 61° 1', 44 min.
Lowest reading of min. of therm. in shade 21° 41', 44 min.
Mean of max. temp. of surface of water in therm. 100 ft., 48.5° F.
Mean elastic force of vapor at 9 a.m. 0.62, 0.63, 0.64, 0.65, 0.68 in.
Total rainfall for the month, 5.38 inches
Maximum rain in one day (11th), .99 inch
Rain fell on 13 days
Thunder and lightning on the 6th, 56th and 11th.
Lightning on the 11th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st and 6th.
Lightning seen, but thunders not heard, on the 14th, 20th, and 21st, 19th, 14th and 6th.
Days with the sun for 5 days, and clearing of 1 day
Days on the moon for 8 and 8 m the 21st and 6 days
HENRY B. JOYNER,
A.M.I.C.E., F.R.C.S. & F.R.S.
Engineer in Charge.

March 14th, 1881

Par value of the Brazilian mil reis (50000)	gold	77 1/2
do do do	do	do
do do do	coin at \$4 84 per £1. stg.	34 43 cents.
do do do	\$1.00 (U. S. coin) in Brazilian gold	188 37
do do do	of £1. stg. in Brazilian gold...	\$8850
<hr/>		
Bank rate of exchange in London to-day	...	215 1/2
Present value of the Brazilian mil reis (paper)	...	782 rs. gold.
do do do	do do in U. S.	do
do do do	coin at \$4 84 per £1. stg.	422 25
Value of \$1.00 (U. S. coin) in Brazilian currency (paper).....	...	\$2 67
Value of £1 sterling	...	118 50 1/2

EXCHANGE

March 5—The banks opened in Paris with yesterday's rates, viz: 21 on London, 451 on Paris and 559 on Hamburg. In private paper small transactions took place at 21½-21¾ on London and 447 on Paris. Sovereigns 11,539 sellers, 11,840 buyers.

March 7—There was no alteration in the rates of the bank. Private paper negotiated at 21½-21¾ on London, and 447 on Paris. Sovereigns sold at 11,850 cash.

March 8—The market was somewhat firmer to-day, though the rates of the banks were unchanged. Private paper was passed at 21½-¾ on London and 441 on Paris. Sovereigns 11,850 sellers, 11,870 buyers.

March 9—The firmness in the market continued and the rate on Paris was sold to 450, that on London remaining at 21 and on Hamburg at 559. Small transactions in private paper at 21½-¾ on London and 445-448 on Paris. Sovereigns sold at 11,840 and 11,828 cash.

March 10—The rates of the banks were unchanged but the market close with an upward tendency. Private paper on London was negotiated at 21 7/16-21½ and in private paper on Paris large transactions took place at 444. Sovereigns 11,850 sellers, 11,830 buyers.

March 11—The Banco Commercial adopted to-day the rates of 21½ on London and 449 on Paris, the New London and Brazilian Bank maintained previous rates and the English Bank did not change. Small business in private paper on London at 21 7/16-21¾. Sovereigns 11,850 sellers, 11,830 buyers.

March 12—The rate of 21½ on London was today adopted by the banks, the rates on Paris were 448 and 449 and on Hamburg 558 and 557. Private paper was negotiated at 21 7/16-21¾ on London and 441 on Paris. Sovereigns 11,850 sellers, 11,850 buyers.

BANK STATEMENT

Proportion of cash reserve to liabilities on deposits at call and short notice of the banks of Rio de Janeiro taken from the official balances published on February 25th, 1881.

BANKS	Deposits in current balances	Cash in hand	Proportion per cent.
Banco do Brasil	31,859	8,024	25.19
Banco de Alagoas	12,492	1,212	10.49
Banco Industrial	4,404	246	14.74
Banco do Commercio	1,310	345	26.33
Banco Commercial	5,283	239	4.52
English Bank	2,082	304	14.62
New London & Brazilian Bank	2,082	1,137	55.57
Total	63,599	13,906	21.87

The Yunnan railway company of S. Paulo announces its 20th dividend, \$400 per share, to be paid on and after 10 days.

SALES OF STOCKS AND SHIPMENTS

March 5.		
51 Six per cent apolices	1,050,000	
154 National loan of 1879	111 1/2	7 1/2
150 Provincial apolices of 500\$	94 7/8	
150 Banco do Brasil	182	000
150 Petropolis R. R.	182	000
200 Carris Villa Isabel	182	000
32 do do	190	000
150 Banco Predial hypoth. notes	79 7/8	
100 Marcell e Campos (outs. sale)	59	000
100 Presidente Insurance do	11	500
37 Carangola debentures do	210	000

March 7.		
49 Six per cent apolices (15 outs. sale)	1,050,000	
30 Banco do Commercio	204	000
20 do do	205	000
23 do Ruml.	245	000
20 Navegacao Amazonas	130	000
12 Navegacao Brasileira	200	000
S. Paulo and Rio R. R.	160	000
7 do do subsidiary	10	000
100 Leopoldina R. R. obligations	270	000

March 8.		
150 Banco do Brasil	182	000
34 do do Commercio	204	000
30 do do (outs. sale)	204	000
30 Banco Mercantil de Santos	205	000
49 Carris Urbanos	234	000
200 Carris Villa Isabel	190	000
5 Architectonica	110	000
21 Banco do Brasil hypoth. notes (190)	93 7/8	
3 National loan of 1879 (outs. sale)	14 1/2	

March 9.		
49 Six per cent apolices	1,050,000	
4 National loan of 1879	111 1/2	7 1/2
3 Banco do Brasil	277	000
23 do Ruml.	247	000
16 do do Commercio	240	000
40 do do Commercio (outs. sale)	204	000
6,000\$ Provincial apolices do	94 7/8	
4 Fidelity Insurance Co.	138	000
200 Carris Villa Isabel	193	000
13 Banco do Brasil hypoth. notes (190)	93 7/8	

March 10.		
13 Six per cent apolices	1,048	000
21 do (outs. sale)	1,050	000
10 Banco do Brasil	278	000
40 Banco Industrial	218	000
5 do Ruml.	250	000
20 do do Commercio	205	000
40 Banco do Commercio (outs. sale)	204	000
116 Navegacao Brasileira	180	000
200 Navegacao Nacional	200	000
430 Banco do Brasil hypoth. notes (50)	89 7/8	

March 11.		
59 Six per cent apolices (80 outs. sale)	1,050	000
4,000\$ do do small amounts	1,040	000
150 Banco Predial	139	000
23 do Ruml.	250	000
50 Navegacao Brasileira	190	000
40 Carris Urbanos	223	000
100 Carris Villa Isabel, hyp. notes	75 7/8	
100 Sociedades debentures of 100\$	61 1/2	

March 12.		
18 Six per cent apolices (outs. sale)	1,050	000
1,800\$ do do small amounts	1,050	000
5 Provincial apolices of 200\$	94 7/8	
30 Banco do Commercio	205	000
92 Carris Villa Isabel (50 outs. sale)	190	000
5 Navegacao Brasileira	190	000
33 do do (outs. sale)	192	000
51 Carangola obligations do	110	000
57 Sociedades deb. of 100 do	61 1/2	

MARKET REPORT.

Rio de Janeiro, March 14th, 1881.

Coffee.—Our best report was on the 5th instant. Since then our market has been characterized by uninterrupted activity based, apparently, on the expectation that the receipts will shortly decline, and prices have advanced 100 to 150 reis per kilo for all grades except the lowest.

The sales since the 5th instant amount to 173,290 bags, 117: 100,520 bags for United States

61,330 " " Europe

4,000 " " Cape of Good Hope

7,440 " " Elsewhere.

Total... 173,290 bags.

The clearances since the same date have been:

United States... bags.

Mar. 5 Baltimore, Am lug George Penobscot... 9,877

8 Galveston, Br lug Amara... 3,500

11 New York, Am City of Portland... 20,137

17 New Orleans, Am str J. H. Ingersoll... 11,160

Europe.

Mar. 5	London, Liverpool, Br str Newton	10,880
7	Bremen, Antwerp, Gr str Hohenzollern	17,160
9	Havre, Fr str Despatch	5,193
9	Barcelona, Sp smk Elegancia	3,900
9	Lisbon, F. O. I. lug Concellina	4,000
10	Southampton, Havre Br str Neo	8,350
11	London, Br str Thales	
11	Hamburg, Gr str Argentina	14,823
11	Havre, Fr str Henry IV.	

Elsewhere:

Mar. 12	Cape of G. H., Br lug Silver Cloud	3,100
7	Valparaiso, Br str Patagonia	209
10	Montevideo, Port schr Marguila	430
12	River Plate, Fr str Niger	3,532

Receipts have somewhat decreased but are still very large for this season of the year. The daily average since the 1st inst. is 15,504 bags.

5,750 bags in same period of March, 1880

11,374 " " " 1879

5,270 " " " 1878

6,144 " " " 1877

We quote, per 10 kilos:

Washed... Nominal

Superior... \$750—\$750

Good first... \$750—\$750

Regular first... \$750—\$750

Ordinary first... \$750—\$750

Good second... \$750—\$750

Ordinary second... \$750—\$750

and on this class cargoes may be quoted:

Prime United States... 5,300 548 11.88 cts

Good " 4,850 506 10.07 "

Fair to good " 4,650 489 10.59 "

Fair " 4,550 470 10.39 "

Good Channel... 4,200 468 9.71 "

Fair " 3,950 474 9.35 "

Low " 3,550 474 9.35 "

(C. & H. freight and commission, exchange at 1/2 % sterling and at par in American gold.)

Stock is estimated today at 165,000 bags.

To-day the market opens very firm and dealers ask 50 to 100 reis per 10 kilos more than above quotations.

Flour.—The arrivals since the 1st inst. have been:

1,604 barrels per Amazon from Baltimore

2,000 " Mary River " do

4,500 " Yamogon " do

5,000 " C. of Para " New York

3,570 " Lulu " Richmond

4,750 " D. Pedro II " Baltimore

1,000 " Philip Weyerberg from S. Nicolas

19,014 barrels

The sales since same date amount to about 23,000 barrels and stock in first hands to day consists of about 17,000 barrels.

We quote:

Trieste... Nominal

Dualop... 22 500—22 500

Collegio... 22 500—22 500

Further advanced. To-day's quotations, in retail, are: 10800—25000 for cases and 23000 to 25000 for tubs.

Hay.—The arrivals since the 1st instant have been:

130 bales per Grande from Montevideo.

635 " " Our Annie " Rosario.

We quote 75-80 reis per kilo.

Brass.—The arrivals since the 1st instant have been:

593 bales per Our Annie from Rosario.

594 " " Philip Weyerberg from S. Nicolas

Market well supplied. We quote 25000 per bag.

PORT OF SANTOS.

Coffee.—In view of the unfavorable advices from all consuming markets, very little business has been done here since the beginning of the month. The total sales since then amount to about 25,000 bags and there have been on the local 45700—48000 per 10 kilos for superiors in the beginning and 48700 later on.

The market closes quiet at nominal prices.

Receipts since the 1st inst. average 4,011 bags per day and stock is estimated at 128,000 bags.

The clearances have been:

Mar. 6 Gr str Hohenzollern, Antw. " Hanh... 9,040

9 Br str Thales, London, Antw. L'pool... 2,426

9 " Neo, South'n, Rot'tm... 1,905

9 Gr str Argentina, Hamburg... 6,842

10 Fr str Henri II, Havre, Antw... 4,333

London:

Fr str l'ile de Santos, Havre, Antwerp.

Br str Herschel, New York.

Expected to land:

Gr str Sakharov, Havre, Hamburg.

Br str Montague, London, Antwerp.

—The receipts of cotton and sugar at Pernambuco during the month of February were as follows:

Sugar... 233,298 bags 37,417 bags

Cotton... 8,880 sacks 16,763 sacks

—The British steamer Mayfield, which brought a cargo of material for the "Natal a Nova Cruz" railway, Rio Grande do Norte, cleared at Rio for Liverpool on the 19th ult. with a cargo of 942,143 lbs of sugar and 248,865 kilos of cotton.

The official value was 116,675\$759, upon which were paid as export duties 15,123\$363 to the national treasury and 10,653\$787 to the province.

—According to the Diario da Gram Parid the total official valuation of the ports from Parid during the month of December was 1,843,813\$995. The destinations of the export were as follows:

England... 852,022\$551

United States... 698,576 876

France... 253,837 024

Portugal... 45,071 488

Southern Ports... 14,393 956

1,843,813 995

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

MARCH 5.

HANSEATIK—Br lug Johan Broderick 324 tons; Rosen: 36 ds sundries to Brades & Co.

MARCH 7.

NEW PORT—Br lug Fortuna 374 tons; Davies: 71 ds coal to Wilson Sons & Co.

LINA DO SAL—Port lug Africa 618 tons; Camacho: 24 ds salt to Monteiro Braga & Imlis

MARCH 8.

SANTOS—Br lug Adler 395 tons; Russet: 5 ds ballast to J. Bradshaw & Co.

MARCH 9.

HAMBURG—Gr lug Germania 372 tons; Vilmon: 110 ds sundries to Harwig Wilmon & Co.

STOCKHOLM—Nor lug Hazard 353 tons; Soame: 18 ds pine to C. W. Gross & Co.

GREENWICH—Br lug Echo 165 tons; Morgan: 68 ds coal to Watson Ritchie & Co.

RICHMOND—Br lug Lulu 370 tons; Beter: 46 ds flour to Phipps Bros. & Co.

CARDIFF—Br lug Algonquin 1,234 tons; Richards: 47 ds coal to Dom Pedro II R.R.

HAVRE—Br lug Breder 367 tons; Molav: 51 ds sundries to F. S. Nicholson & Co.

ANTWERP—Br lug Mercator 200 tons; Mulder: 62 ds sundries to Magallanes & Veiga.

BALTIMORE—Am lug D. Pedro II: 486 tons; Smoot: 40 ds flour to Wright & Co.

ROSAH—Br lug Our Annie 364 tons; Gauthier: 17 ds hay to W. de Chapeauville & Co.

ARACAJU—Port lug Africa 325 tons; Conceição: 6 ds sundries to C. Ambraches & Co.

MARCH 10.

LIVERPOOL—Br lug Zorya 385 tons; Coole: 55 ds sundries to F. S. Nicholson & Co.

MARCH 11.

MONTREAL—Sp smk Daria 142 tons; Casals: 12 ds jerked beef to F. de Figueiredo & Co.

S. Nicolas—Gr lug Philip Weyerberg 194 tons; Branderberg: 19 ds flour and corn to A. Wagner.

MARCH 12.

CARDIFF—Sw lug Emma 714 tons; Bjorkman: 68 ds coal to Dom Pedro II R.R.

ORONTO—Port lug Horatio 194 tons; Santos: 20 ds sundries to Monteiro Braga & Co.

DEPARTURES OF FOREIGN VESSELS.

MARCH 6.

PARANAGUA—Sp lug Onda 174 tons; Pagés: ballast.

ANTONINA—Sp lug Rio: 184 tons; Marienborg: sundries.

MARCH 7.

BREKOS AVRES—Sp lug Tver Hervanes: 220 tons; Currell: 5 ds.

MARCH 8.

PERNAMBUCO—Br lug Constancia 240 tons; Richard: ballast.

MARCH 9.

BALTIMORE—Am lug George Penobscot: 493 tons; Wilson: 6 ds.

VALPARAISO—Am ship Athanor: 1,315 tons; Alexander: 6 ds.

MARCH 10.

PERNAMBUCO—Port lug Neo Sympathia: 400 tons; Souza: sundries.

MARCH 11.

GALVESTON—Br lug Amara: 265 tons; Craigie: coffee.

MARCH 12.

BARCELONA—Sp smk Elegancia: 161 tons; Pagés: coffee and rosewood.

FOREIGN SAILING VESSELS IN THE PORT OF RIO DE JANEIRO, MARCH 12, 1881.

NAME	TONNAGE	ENTERED	WHERE FROM	CONSIGNEE
AMERICAN				
Br lug W. H. Ingersoll	608	Feb. 10	New York	To order
Br lug Anna Owen	489	" 10	New York	A. Moss & Co.
Br lug W. L. Hamber	334	" 10	Baltimore	Wright & Co.
Br lug Amara	430	" 10	Baltimore	J. & J. Pank
Br lug C. S. Bushnell	179	" 10	Boston	B. F. da Costa & Sa.
Br lug Maymuden	487	" 10	Baltimore	Phillis Bros. & Co.
Br lug Mary Rice	278	" 10	Baltimore	To order
Br lug Dom Pedro II	486	" 10	Baltimore	Wright & Co.
BRITISH				
Br lug Grecian	279	Feb. 6	New York	M. C. Beecher & C
Br lug C. of Manchester	680	" 6	Glasgow	Watson Ritchie & C
Br lug Hopfield	325	" 6	Liverpool	J. & J. Pank
Br lug Onda	174	" 6	Liverpool	Rio Gas Co.
Br lug Daquith	601	" 6	Liverpool	Rio Gas Co.
Br lug Silver Cloud	154	" 6	Liverpool	Rio Gas Co.
Br lug Venice	324	" 6	London	W. Wright & Castro
Br lug Ocean Beauty	578	" 6	Antwerp	Norton, Megaw & C
Br lug James Gads	379	" 6	Cardiff	Philips Bros. & Co.

C Mc CULLOCH BEECHER & COMPANY
Export and Commission Merchants.
41 AND 43 WALL STREET
NEW YORK
P. O. Box No. 2564

Facilitate the introduction into Brazil of American products, Machinery, Agricultural Implements, Railroad Supplies, Manufactures' goods, Hardware, Dry Goods and specialties generally suitable for or adaptable to the requirements of that country, by furnishing reliable information regarding the special modes of preparing and packing merchandise, so essential to their profitable acceptance there, and by means of their Rio de Janeiro house, bringing the American Producers and Manufacturers into direct communication with the Brazilian merchants.

THE NEW LONDON AND BRAZILIAN BANK (LIMITED)

HEAD OFFICE: LONDON
BRANCHES:
LISBON, OPORTO, PARÁ, PERNAMBUCO, BAHIA, RIO DE JANEIRO, RIO GRANDE DO SUL, AND MONTEVIDEO.

Capital £ 1,000,000
Capital subscribed " 900,000
Capital paid up " 450,000
Reserve fund " 140,000

Draws on:
Messrs. GLYN, MILLS, CURRIE & Co.,
LONDON.

Messrs. MILLER FRERES & Co.,
PARIS.
Messrs. J. H. SCHROEDER & Co.,
HAMBURG.

ENGLISH BANK OF RIO DE JANEIRO (LIMITED)

HEAD OFFICE IN LONDON
BRANCHES:
RIO DE JANEIRO, PERNAMBUCO AND SANTOS.

Capital £ 1,000,000
Paid up " 500,000
Reserve fund " 140,000

Transacts on the London Joint Stock Bank and transacts every description of Banking business.

RUBBER HAND AND DATING STAMPS.

The Consecutive Rubber Dating Stamp
Self-Inking Hand Stamp,
The Pocket Pencil Stamp,
The Compass Stamp,
Fac-simile Autographs,
Monogram,
Hand Stamps of every size and descriptions.

Metal-Bodied Rubber Type.

For Merchants, Bankers and Professional Men and for all business purposes, these stamps are superior to any kind of hand stamp in use. They are simple, durable, elastic, and they print easily and perfectly. They are absolutely useless. For Family Use, in marking clothing, house and table linen, etc., with indelible ink, they are invaluable.

Monograms, autographs, etc., made to order.
S. T. LONGSTRETH, Manufacturer,
8 Rua de S. Pedro, RIO DE JANEIRO.

BOUND VOLUMES OF

THE RIO NEWS
for sale at this office

GEORGE BUCKERIDGE, LIBRARIAN.
No. 48, Rua do Ouvidor, 2nd Floor.
Agent for
English Books, Periodicals and Newspapers.

C. T. DWINAL,
34 RUA DA QUITANDA

Agent for the
"DOMESTIC" and
GROVER & BAKER
SEWING MACHINES

N. B.—Every article pertaining to Sewing Machines and their use constantly on hand.

C. P. MACKIE & Co., Limited.
PHILADELPHIA, Pa., U. S. A.

Railroad, Tramway and Engineering Supplies and Materials.

Contracts made for furnishing new lines with Rails, Bridges, Rolling Stock, Shop Machinery, Telegraph Supplies, etc., at Manufacturer's Lowest Rates.

Designs and Estimates on application.

REPRESENTING IN BRAZIL

The following manufacturers:

THE WESTINGHOUSE AIR BRAKE CO.
PITTSBURGH, Pa., U. S. A.

THE WHARTON RAILROAD SWITCH CO.
PHILADELPHIA, Pa., U. S. A.

PULLMAN PALACE CAR CO.
NEW YORK, U. S. A.

T. G. BRILL & Co.
PHILADELPHIA, Pa., U. S. A.

HOOKE SMELTING CO.
PHILADELPHIA, Pa., U. S. A.

LEHIGH CAR WHEEL WORKS
CATASAUQUA, Pa., U. S. A.

CULMER SPRING CO.
PITTSBURGH, Pa., U. S. A.

THE JOHN A. ROEBLING & SONS CO.
TRENTON, N. J., U. S. A.

BROOKS LOCOMOTIVE WORKS.
DUNKIRK, N. Y., U. S. A.

W. M. SELLERS & Co.
PHILADELPHIA, Pa., U. S. A.

BLAKE ORE CRUSHER CO.
NEW HAVEN, Conn., U. S. A.

THE TELEPHONE CO. OF BRAZIL.

Henry Sturgis Russell, President,
Boston, Mass., U. S. A.
Chas. Paul Mackie, Vice President,
Rio de Janeiro.
Frank W. Jones, General Supt.,
Rio de Janeiro.

CAPITAL \$300,000.

BOARD OF MANAGERS:

Henry Sturgis Russell, Boston, U. S. A., President, Continental Telephone Co.—Win. H. Forbes, Boston, U. S. A., President, American Bell Telephone Co.—Chas. Paul Mackie, Rio de Janeiro, C. P. Mackie & Co.—Theo. N. Vail, New York, General Manager, A. B. T. Co.—Jas. H. Hommel, Boston, U. S. A., Treasurer, Continental Telephone Co.

This company proposes to establish in this city and its suburbs, and in Niteroi, the same system of General Telephonic Communication which is to-day so prominent a feature of commercial intercourse in New York, London and Paris. Under this system immediate and confidential verbal communication is had between any two residents of the territory covered, who may be subscribers.

The company will furnish all the apparatus, build the lines and maintain them at its own expense. Subscribers will be charged a fixed rental for the use of the lines, depending upon the distance from the central station. The general basis of charges will be approximately that ruling in New York and London, making due allowance for increased cost of construction and operation.

The tariff and regulations will be published at an early day, and the company expects to invite the signatures of intending patrons about the 1st inst.

Besides the general system, the company is prepared to erect, equip and maintain at its own cost, subject to the payment of a fixed annual rental, *Private Lines* between any two edifices whose occupants may prefer to possess independent wires.

Any information desired will be promptly furnished upon application to the temporary office of the company.

RIO DE JANEIRO
89, RUA DA QUITANDA

UNITED STATES AND BRAZIL MAIL S. S. LINE.

Carrying the *United States and Brazilian Mails*
Performs a regular monthly service between New York and Rio de Janeiro, stopping at the intermediate ports of S. Thomas, Pará, Pernambuco and Bahia. The steamers of this line, 3,500 tons measurement each, are new and first-class in every particular.

Steamers will arrive and clear at this port as follows:

Steamer	Commander	Arrive	Depart
Colorado	Capt. Lewis	Mar. 28	Apr. 5
City of Rio de Janeiro	Capt. Crowell	Apr. 29	May 5
City of Rio de Janeiro	Capt. Lewis	May 29	June 5
City of Rio de Janeiro	Capt. Lewis	June 29	July 5

Fare between New York and Rio de Janeiro, 1st. class \$70.

General and Passage office,
WILSON, SONS & Co., Limited.
No. 2 Praça da Marinha.

ROYAL MAIL STEAM PACKET COMPANY

Under contract with the British and Brazilian Governments for carrying the mails.

TABLE OF DEPARTURES,
1881

DATE	STEAMER	DISTINCTION
Mar. 24	Montego	Southampton and Antwerp via Bahia, Maceio, Pernambuco, and Lisbon.
April 5	Tamara	Southampton and Havre via Bahia, Pernambuco, St. Vincent and Lisbon.

For freights and passages apply to
E. W. MAY, Supt.,
Rua 1ª de Março No. 49.

LIDGERWOOD MFG. CO., (LIMITED).

Successors of
MILFORD & LIDGERWOOD,
Engineers, Machinists,
Importers of Machinery and Material for Agricultural and Industrial Establishments, and Cotton and Woolen Mills.
GENERAL AGENCY FOR THE
SINGER SEWING MACHINE,
and
COFFEY CLEANING MACHINERY.
No. 95, Rua do Ouvidor.

REVISTA DE ENGENHARIA. (PORTUGUESE.)

The only Engineering Review published in Brazil.
Devoted to the interests of Brazilian engineers and engineering enterprises, and to all co-ordinate subjects which aid in the industrial development of the country.
It will contain a full record of all concessions granted by the government, and of their administration and condition.
Owing to its large circulation among engineers in all parts of the empire, it will be found a valuable advertising medium.
Published monthly.

Terms:—one year 12000
six months 6000
each number 2000

Advertising terms furnished on application.
Address: Redacção da
REVISTA DE ENGENHARIA,
No. 28 Rua de Gonçalves Dias
Rio de Janeiro.
Caixa no Correio, No. 721.

BROWN'S ESSENCE OF Famaica Ginger.

Purchasers of Brown's Ginger are warned against piratical counterfeiters intended to be sold on the splendid reputation of this matchless article. All real Brown's Ginger is prepared by Frederick Brown, Philadelphia, and the label bearing his name is incorporated with his *Patented U. S. Internal Revenue Stamp*, to counterfeit which is felony.

BROWN'S GINGER—
For Traveler's use.
BROWN'S GINGER—
For Summer Complaints.
BROWN'S GINGER—
For Cramps and Colic.
BROWN'S GINGER—
For Sea Sickness, Nausea.
BROWN'S GINGER—
Stimulant: no reaction.
BROWN'S GINGER—
Used by Army and Navy.
BROWN'S GINGER—
Used all over the World.
BROWN'S GINGER—
Counteracts impure Water.
BROWN'S GINGER—
Prevents Malaria Disease.
BROWN'S GINGER—
Dispepsis Summer Drink.
BROWN'S GINGER—
Excellent in Rheumatism.

Everybody knows the value of "Brown's Ginger" as a household necessity and preventative of disease. Its sure your druggist gives you the right kind—Brown's Ginger, as described above.

The weakness following long continued fever or any serious illness, is one of the most serious as well as distressing symptoms of convalescence.

Alcoholic stimulants are objectionable, as their use is always followed by depression after the stimulating effect has passed off. Small bulk with no reaction is what is required, and the use of a teaspoonful or two of *Brown's Ginger* in a half tumbler of sweetened water very hot or ice cold, as preferred, will not only give you the strength, but the strength, causes the kin to act well, and promotes digestion.

CENTRAL DEPOSIT: No. 8 Rua São Pedro

O. C. JAMES.

No. 8, RUA S. PEDRO.

Agency and Commission House

Railway Supplies a Specialty

[No consignments received.]

Brazilian Agency
for the following well-known American establishments:

BALDWIN LOCOMOTIVE WORKS,

PHILADELPHIA, PENN.

(Established, 1839)

BURNHAM, PARRY, WILLIAMS & CO.,
Proprietors.

These locomotive engines are adapted to every variety of service, and are built accurately to standard gauges and templates. Like parts of different engines of same class perfectly interchangeable.

Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Steam Street Cars, etc., etc.
All work thoroughly guaranteed.
Illustrated catalogue furnished on application of customers.

JACKSON & SHARP COMPANY

WILMINGTON, DEL.

Manufacturers of all styles and qualities of
Passenger, Mail and Freight Cars.

This establishment is one of the largest in the United States, and has furnished the cars for nearly all the narrow gauge railroads in the United States, and Cuba. The cars of the São Paulo and Rio de Janeiro railway, the Itabora, the Mogana, Niteroiense and other narrow gauge railways in Brazil are from these well-known works.

CHAS. S. HOWLAND, JOSE H. JACKSON,
Trainor, President

A. WHITNEY & SONS, CAR WHEEL WORKS.

(Established 1845)

Chilled cast iron wheels (stepped by the Hamilton process for railways, street cars, and mines. Axles of iron or steel.
Illustrated catalogue furnished on application of customers.

AMERICAN BANK NOTE CO.

OFFICE: 47, BROADWAY, NEW YORK.
ENGRAVES AND PRINTS
BANK NOTES, BONDS FOR GOVERNMENTS AND CORPORATIONS, BILLS OF EXCHANGE, CERTIFICATES OF STOCK, POSTAGE AND REVENUE STAMPS, POLICIES OF INSURANCE, AND ALL KINDS OF SECURITIES.
In the most artistic style, and in a building proof against fire.

New York, February 6, 1889.
At a meeting of the Board of Trustees held this day, the following gentlemen were elected officers of this Company under its consolidation with the National and Continental Bank Note Company:
C. L. VANZANDT, President.
JAS. MACDONOUGH, Vice-President.
J. T. ROBERTSON, Vice-President.
THEO. H. FREELAND, Secretary.
J. K. MYERS, Asst. Secretary.
A. D. SHEPARD, Gen. Mgr.
GEO. H. STAYNER, Treasurer.
JNO. E. CURRIER, Secretary.

THE RIO NEWS

Published three times a month for the American and European mails.

In entering upon its eighth volume—the third under its present title and management—the publishers of THE NEWS beg leave to state that the same policy which has thus far been so successful in its editorial management, will be continued in the future without change. The results of this independent and impartial policy have been so highly satisfactory, and the encouragement for its continuance has been so general, that the publishers have been able to increase its size by one-third and to realize other improvements of great value to all business men interested in Brazilian trade.

The policy of THE NEWS will continue to be that of strict independence and impartiality. It will seek to obtain the latest and most reliable information on all commercial topics, and to incorporate all statistical information in such a manner as to give it a permanent value for reference. Its reports for the port of Rio de Janeiro will be made by men who are recognized experts in making these reports thoroughly accurate and reliable. The absence of regular newspaper summaries, of the trade of other Brazilian ports has thus far prevented THE NEWS from keeping its readers fully informed on that subject. It is hoped that the difficulties in the way of accomplishing this purpose will soon be overcome, after which regular reports from all the leading ports of the empire will be given.

In its general new columns and in its discussions of political and current topics, THE NEWS will seek to keep its readers thoroughly informed and, to that end, to present every subject in a true light. Its purpose is simply to keep its readers—men whose capital is invested or whose business is located in Brazil—acquainted of every important event, of the general drift of political and social affairs, of the state of the market, and of every occurrence which might affect the profits of business or the security and permanency of investments.

TERMS:

One year's subscription 20000
English and American subscriptions £2 and \$10
Advertisements: 15¢ per line per quarter.
Business cards: 25¢ line, 10¢ per quarter.

All subscriptions should run with the calendar year.

BUSINESS OFFICE AND EDITORIAL ROOMS:
—8 Rua São Pedro.

POST-OFFICE ADDRESS:—Caixa no Correio, N.º 721.